



## MEMORANDUM

**To:** CMAP Committees  
**From:** CMAP staff  
**Date:** March 15, 2018  
**Re:** Proposed recommendations for the ON TO 2050 chapter regarding Mobility

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This memo contains the proposed recommendations of the ON TO 2050 chapter on Mobility. Since 2016, CMAP staff have conducted extensive research and collaborated with partners to develop ON TO 2050. The recommendations described in this memo were refined through numerous [strategy papers](#) and [snapshots](#), including the [Transit Ridership Growth Study](#), the [Regional Strategic Freight Direction](#), and the [Transportation System Funding Concepts](#), [Highway Operations](#), [Emerging Transportation Technology](#), [Non-Motorized Transportation](#), Traffic Safety (anticipated publication March 2018) and [Transit Modernization](#) strategy papers. These proposals build on GO TO 2040's focus on reinvestment, supporting transit, and fostering livable communities to explore new policies and strategies and provide implementers with more specific direction. This is one of a series of memos that will be used to introduce the core concepts of ON TO 2050 and seek feedback from CMAP committees and stakeholders.

### ON TO 2050 outline

ON TO 2050 will be conveyed primarily on the web. The structure assumes that readers will not approach the document linearly. The plan will be organized around five topical areas, each containing a set of recommendations that may repeat across chapters, as will some strategies within those recommendations. Each recommendation will describe its support for the three principles of the plan: Inclusive Growth, Resilience, and Prioritized Investment. The following lists the plan sections:

- Introduction
- Principles to move the region forward
  - State of the region
  - The three principles
- Engagement
- Land Use
- Environment
- Economy
- Governance
- Mobility: *Proposed recommendations provided below*

# Outline of proposed mobility recommendations

The region's transportation system is poised at a critical moment. Travel patterns are changing in response to technology that is rapidly evolving. The future is uncertain, and yet we must make decisions today that will shape the transportation network for decades to come. At the same time that we look into an uncertain future, we continue to deal with the consequences of decisions made in the past. But the region cannot focus solely on solving today's problems and ignore the opportunities to build a future-oriented transportation system that can provide seamless movement of people and goods throughout the entire region.

Achieving this vision will require collective action to that avoids the constraints of existing systems, silos and solutions. While some strategies may require action from the state or federal government, increasingly the region will need to rely upon itself.

Transportation agencies, municipalities, and counties will need to magnify coordination efforts and take unorthodox steps to adopt and regulate new technologies, make the transit system competitive, end fatal crashes, and advance inclusive economic growth. Crucially, they will need to create new revenue streams to improve conditions on the existing transportation system as well as make limited and highly targeted capacity expansions.

The three principles of ON TO 2050 are embedded throughout the Mobility chapter. This chapter outlines recommendations to prioritize investments in existing infrastructure while securing new revenues for needed enhancements; improve resilience by building infrastructure that withstands changes in climate, technology, and funding constraints; and advancing inclusive growth by improving connections and mobility options for low income communities and people of color.



### ***Harness technology to improve travel and anticipate future needs***

Transportation technology is evolving rapidly, providing opportunities to more effectively manage the region's existing transportation assets and provide more seamless multimodal travel for people and goods throughout the region. There are near-term opportunities to coordinate traffic operations, invest in communications technology, and better leverage and communicate real-time data about the transportation system. However, the rapidity of technological change challenges communities to be forward-looking and make plans, policies, and investments that help shape the effects technology has on the region.

*The following outlines strategies to implement this recommendation.*

- *Coordinate traffic operations regionwide*
- *Plan for system modernization while making progress toward state of good repair*
- *Implement managed lanes on the region's expressways*
- *Identify public investments that could catalyze emerging technologies*
- *Establish pricing and regulatory frameworks that help shape emerging technologies in support of regional goals*
- *Design streets, curb space, and sidewalks to support emerging transportation needs and walkable communities*
  - *This strategy will also appear in the Land Use chapter*
- *Ensure emerging transportation technologies support inclusive growth*
- *Make the collection, sharing, and analysis of public and private sector transportation data a regional priority*

### ***Make transit more competitive***

Chicago's public transit system has long been one of metropolitan Chicago's most critical assets. Even as travel patterns change and private transportation services proliferate, the region needs to make public transit a competitive option in order to stay competitive in the global economy. Making transit competitive requires coordinated regional action, not just by transit agencies, but also by municipalities, road agencies, and funding authorities. Transit agencies need to balance increased investment in transit's core strengths – frequent, fast, reliable service in areas of moderate and high density- with its role in providing critical access to opportunity for people with limited mobility or without access to personal vehicles. Transit agencies alone cannot increase ridership. The chart below shows the range of land use, pricing, and other strategies that require action from many partners. Municipalities need to plan for transit-supportive land uses, particularly increased employment densities near transit, in order to enable future service enhancements. Road agencies need to make design and policy changes that improve transit service operating on their facilities. Most crucially, the region as a whole needs to commit to raising additional funding for needed transit improvements.



*The following outlines strategies to implement this recommendation.*

- *Diversify and increase transit funding sources*
- *Invest in and protect transit's core strengths*
- *Ensure equitable transit access*
- *Plan for transit-supportive land uses*
  - *This strategy will also appear in the Land Use chapter*
- *Actively manage parking*
  - *This strategy will also appear in the Land Use chapter*
- *Road agencies should prioritize transit improving transit service*
- *Make further progress in fare and service coordination*
- *Improve the efficiency and effectiveness of paratransit and demand response service*

### ***Leverage the transportation network to promote inclusive growth***

Cultivating high quality, context sensitive transportation options that link low income communities and people of color to jobs, training, and education improves quality of life and promotes inclusive growth, which can lead to longer and stronger periods of economic growth for the entire region. The policies and investments that created persistent patterns of exclusion and segregation have also led to excessive commute times between some primarily low income and minority communities and growing regional employment centers. As we pursue aggressive strategies to maintain and improve the transportation system, we must do more than prevent marginalized populations from falling further behind. We must take intentional steps to support them in catching up. This will mean focusing resources on authentic engagement, building capacity to compete for public investments, improving commute options, and improving access to public rights of way.

*The following outlines strategies to implement this recommendation.*

- *Increase authentic, responsive engagement of underrepresented communities in planning and development*
- *Build capacity for disinvested areas to compete for transportation infrastructure investment*
- *Improve commute options between disinvested areas and employment, education and training, and services*
- *Improve access to public rights of way for pedestrians, cyclists, and people with disabilities*

### ***Eliminate traffic fatalities***

Perhaps the most fundamental duty of any transportation provider is to protect the safety of those in the public right of way. Improved roads, vehicle technologies and public policies have dramatically reduced traffic injuries and fatalities over the last



forty years but have yet to eliminate the driver behaviors, such as speeding and distracted driving, that are the primary causes of crashes. In fact, traffic fatality rates have been creeping up in recent years, particularly for crashes involving cyclists and pedestrians. While eliminating traffic fatalities by 2050 is an aggressive goal, it is achievable through a combination of strategies, including improving roadway design and incident management, expanding use of safety data in transportation funding decisions, and improving driver training and enforcement policies. Striking the right balance among these strategies is important, particularly in low income and minority communities that experience disproportionately high rates of serious injuries and fatalities, but also raise serious concerns around racial profiling, use of force, and disproportionate impacts of traffic fines.

*The following outlines strategies to implement this recommendation.*

- *Change roadway designs to reduce speeding and reduce crashes*
- *Improve incident detection and management*
- *Expand regional data collection and analysis on safety to support programming decisions*
- *Improve driver training and equitable traffic safety enforcement policies*

### **Improve the resilience of the transportation network**

A resilient transportation network is one that can continue to provide seamless mobility, even in the face of a financial constraints, shifting demographics, and changing climate. The region's communities must plan for fiscal sustainability and assess the long term cost of infrastructure before expanding. Implementing asset management plans for roads and transit facilities can help communities maintain better infrastructure conditions over a longer term at lower costs. The region's transportation providers need to build redundancy into critical transportation networks, which includes investing in bicycle and pedestrian networks that connect people to work, stores, and services. The region needs to anticipate worsening disruption of the transportation system caused by climate change as it invests in reconstructing and enhancing existing transportation assets. In addition, implementing the electricity and communications infrastructure that supports traffic management under normal operating conditions can enable the transportation system to respond to extreme conditions.

*The following outlines strategies to implement this recommendation.*

- *Expand asset management practices to the entire transportation system*
- *Municipalities should incorporate long-term infrastructure maintenance into development and expansion decisions*
  - *This strategy will also appear in the Land Use chapter*
- *Strengthen transportation infrastructure to withstand climate change*
  - *This strategy will also appear in the Environment chapter*



- *Integrate flooding and stormwater management into transportation planning and investments*
  - *This strategy will also appear in the Environment chapter*
- *Improve the operational response to weather events to ensure mobility*
  - *This strategy will also appear in the Environment chapter*
- *Support active modes of transportation for functional trips*

### ***Retain the region’s status as North America’s freight hub***

The massive concentration of freight activity in northeastern Illinois provides a competitive advantage that helps to drive the regional economy. A robust freight network also ensures that residents and businesses get the goods they need in a timely manner. However, freight activity raises significant infrastructure and regulatory challenges. Effective planning for freight across the region must involve collaboration across the public and private sectors to carefully balance economic, livability, and infrastructure funding concerns. Local governments have important tools to support the efficient movement of freight, orderly development of freight facilities, and appropriate balance between local costs and benefits of freight activity, but need assistance from other stakeholders to analyze and address freight issues that cross jurisdictional boundaries.

*The following outlines strategies to implement this recommendation.*

- *Develop a unified regional approach for freight transportation issues*
- *Invest strategically in the freight network*
- *Improve local and regional planning for freight*
- *Mitigate the negative impacts of freight activity on adjacent areas, particularly economically disconnected areas*
- *Advance the major freight facility development principles*

### ***Fully fund the region’s transportation system***

Northeastern Illinois needs to invest in maintaining and enhancing the transportation system to keep up with demand and promote regional economic vitality. However, traditional transportation revenue sources can no longer keep up with increasing costs, and without additional sustainable, dedicated, adequate revenue sources, the region will be unable to maintain the system in its current state of repair, let alone implement needed enhancements. The region, state, and federal government must raise existing revenues and transition to more modern user fees in the near term. Leveraging local sources like value capture, congestion pricing, and other tolling opportunities can provide funding while contributing to larger goals such as transportation demand management and effectively matching the costs of the transportation system to those who benefit from its use.



*The following outlines strategies to implement this recommendation.*

- *Implement sustainable, adequate revenue sources for transportation investments*
- *Increase the MFT and replace with a VMT fee*
- *Expand the sales tax base*
- *Implement a federal cost of freight service fee*
- *Create a regional revenue source*
- *Expand priced parking*
- *Implement tolling*
- *Further implement value capture to support transportation improvements*
- *Use public-private partnerships strategically*

### ***Build regionally significant transportation projects***

*This recommendation is still under development, pending Regionally Significant Projects selection process.*

*The following outlines strategies to implement this recommendation.*

- *Continue to implement performance-based programming*
- *Transportation implementers should identify strategies to make progress toward federally-required performance targets*
- *Build constrained regionally significant projects*

